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MONTANA AERONAUTICS COMMISSION

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ANNUAL MEETING MONTANA PILOTS ASSOCIATION

Missoula, April 11-12

Jack Mathes, president of the Missoula Hangar of the Montana Pilots Association has announced that the annual get together and convention of the Association will be held in Missoula on April 11th and 12th. Convention headquarters will be at the Florence Hotel. Registration will start at 10:00 a.m. on the 11th at the Florence Hotel. The program will include a noon luncheon, followed by a business meeting with an afternoon cocktail hour and a banquet followed by additional cocktail hours.

The Missoula Hangar is planning an interesting program and the program theme will be the Golden Anniversary of Flight to commemorate the anniversary year of the first powered flight by the Wright Brothers.

As in the past the Missoula pilots guarantee to show everybody a good time. A cordial invitation is extended to all Montana pilots and their guests. The Garden City is going all out for this event.

FIFTIETH ANNIVERSARY OF POWERED FLIGHT

December 17, 1903 — December 17, 1953

Few events in history have had greater significance in their ultimate impact on the social and economic development of the human race than that which took place on the sands of Kitty Hawk, N. C. on December 17, 1903.

On that date, Orville and Wilbur Wright soared aloft in a frail machine powered by a gasoline engine. Thus they fulfilled man's age-old dream of winged flight. Thus also, began what today, in retrospect, is assuredly the most outstanding half century the world has ever known.

We live today in a small world, only hours away from the farthest spot on earth. Travel that once took weeks, months, even years, of men's lives now is accomplished in a day or two. Where trading areas once were narrow today the resources of the whole world are at the command of the average man. Mails move at incredible speeds. The pace and radius of business has increased many fold. Once strange lands are within reach in an ordinary vacation span.

From its beginning as an experimental courier and scouting arm of the surface forces, air power has become the first line of defense. Today military and naval aviation also provide the primary striking arm for national security. Air supremacy has become the greatest deterrent to aggression.

In 1953, fifty years after Kitty Hawk, planes move faster than sound. An aircraft has traveled faster than 1,250 miles per hour. There is 2,000 miles per hour and faster, just ahead. No one laughs at interplanetary travel any more.

On such thresholds we pause to look backward on the fifty years that changed the world and to honor the pioneers of winged flight.

The Montana Aeronautics Commission will give assistance to organizations and state committees in organizing a statewide program in commemoration of the fiftieth anniversary of powered flight.

The objectives of the program as listed as follows:

1. To encourage national tribute to the Wright Brothers and the pioneers of aviation.
2. To fix firmly in the public mind an appreciation of the great contributions of aviation to civilization and human welfare.
3. To increase public appreciation and support for Air Power both as our first line of defense and our hope of world peace.
4. To contribute in every way to the further advancement of all branches of aviation through public understanding and support.
5. To encourage air travel, air commerce and more private flying.
6. To stimulate education and interest of youth in career opportunities in aviation, especially engineering and operations.
7. To stimulate interest of youth in military aviation, both for patriotic and career motives.
8. To identify and clarify the problems and obstacles hindering the progress of both civil and military aviation.

CIVIL AIR PATROL

The Wing staff and one Squadron of Civil Air Patrol are being organized in Helena. Most of the staff positions have been filled, however, there are openings for two staff positions which do not necessarily have to be filled by Helena residents.

If you are interested in Civil Air Patrol and in encouraging the youngsters to participate in aviation activities it is suggested that you contact Bill Corson, the State Wing Commander at the Civil Air Patrol headquarters, Fort Harrison either in person or by letter.

The publicity information staff plans to edit the Civil Air Patrol newspaper monthly and you can get on their mailing list by a request to the Civil Air Patrol headquarters.

FIFTH ANNUAL CROP SPRAYING SCHOOL

Bozeman, Montana — February 18-19

The State College and the Montana Aeronautics Commission are sponsoring a two-day short course in crop spraying at the State College on February 18 and 19. This course will be preceded by a two-day specialized course in grasshopper control. The latter course is being set up at the request of several crop spraying pilots.

This training program is being carried out with the cooperation of the Montana Aviation Trades Association and the agenda is as follows:

- February 16 Lewis Hall—Room 307
9:00-4:30—Identification, Habits and environment of the Major Montana Range Grasshoppers.
- February 17 Lewis Hall—Room 307
9:00-12:00—Grasshoppers.
2:30-4:30—N. L. Anderson and D. K. Scharff.
- February 17—
1:30-2:30—Recent Tests with Dieldrin for Range Grasshopper Control—Frank Cowan.
- February 18 Engineering Bldg.—Room 101
9:00-11:00—Fertilizers—L. H. Johnson, J. A. Asleson and J. C. Hide?
11:00-12:00—Toxic Properties to Humans of the Chlorinated Hydrocarbon Insecticides—Dr. Frank Pinner.
1:30-3:30—Techniques of Aerial Application of Agricultural Chemicals—J. C. Chamberlain.
3:30-4:00—Basis of Official Recommendations—J. H. Pepper.
4:00-5:00—Allalla Weevil—E. B. Hastings.
- February 19 Engineering Bldg.—Room 101
9:00-9:30—Fungicides on Field Crops.
9:30-11:00—Problems in Weed Control—R. L. Warden
11:00-11:30—Potato Detoliation—E. E. Barnard.
11:30-12:00—Brush Control—F. H. Branson.
1:30-2:00—Safety—J. H. Doster
2:00-2:15—Development of Smoke Bombs to Replace Flagman—J. P. Corkins.
2:15-4:00—Cropland Grasshopper Control—J. P. Corkins, D. K. Scharff.
4:00-4:15—Remarks by Chairman—Frank W. Wiley.

AGRICULTURAL AIRCRAFT AND AGRICULTURAL PILOT REGISTRATION

Requirements for agricultural aircraft and agricultural pilots may be met by sending to the office of the Montana Aeronautics Commission the usual form which will be made available through local flight operators or from the office of the Commission on March 1st. The evidence of CAA waivers will be deleted from the requirements in agricultural pilot registrations. Owners and operators of agricultural aircraft will be required to submit information of public liability and property damage insurance on the agricultural aircraft registration form.

1952 IS CIVIL AVIATION'S BIGGEST AND SAFEST YEAR

Civil Aviation neared the end of 1952 with the year promising to be the industry's biggest and safest in history. Charles F. Home, Administrator of Civil Aeronautics, said in December.

More than 27 million passengers were carried more than 15.4 billion passenger miles by domestic and international scheduled airlines of the United States, increases of 9 to 17 percent over last year, while number of aircraft accidents resulting in passenger fatalities dropped from 10 to 5. The passenger fatality rate per 100 million passenger miles—standard measurement for transportation safety—went down from 1.3 to 0.9 for domestic and international operations combined. For domestic operations only, the 1952 estimated rate is down from 1.3 to 0.4 which is equal to the record of the railroads in 1951. (Estimates were made by CAA on the basis of actual Civil Aeronautics Board data for the first nine months of 1952.)

Business and agricultural flying continued to increase, one indication being the manufacture in 1952 of 2,600 aircraft seating three, four and five people, against 1,661 such planes made in 1951.

Pilot certificate issuance, however, showed declines reflecting the curtailment of veterans' training. Number of student pilot tickets issued was down from 45,003 to an estimated 31,000 and private pilot license from 23,075 to approximately 15,700. Commercial pilot license from 5439 to 4650.

Helicopters came into increasing civilian use, as the B passenger Sikorsky helicopter was certificated by CAA and put into mail service by Los Angeles Airways, preparatory to passenger service, and New York Airways inaugurated scheduled helicopter service for that metropolitan area.

To prepare for the use of jet power in civil aviation, the Administrator appointed a team of CAA specialists to study all phases of the problem and evaluate the fundamental features of jet transport designs at the earliest practicable stage of such projects.

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform aviation laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

AERONAUTICS COMMISSION HOST TO LEGISLATURES

The members of the Montana Aeronautics Commission, the commission attorney and the director were host to the aviation committee of the House of Representatives and the Transportation Committee of the Senate together with other guests including the President of the Senate and the speaker of the House at a dinner which was held at the Montana Club on the evening of January 21st. The commission moving picture "Montana and the Sky" was shown at the dinner.

The committee members and persons attending the dinner are listed as follows:

Donovan L. Worden, President of the Senate (Missoula)

Fred L. Robinson, Chairman of Transportation Committee (Phillips)

Charles A. Bovey (Cascade); Clyde Brewer (Musselshell); Kenneth Cole (Petroleum); Robert S. Catton (Valley); R. C. Harken (Rosebud); Charles M. Hatch (Custer); E. F. McCutty (Wheatland); Earl Moritz (Fergus); G. M. Moss (Flathead); Donald Nutter (Richland).

Dean Chaffin, Speaker of the House (Gallatin)

R. J. Hilger, Chairman Aviation Committee (Dawson)

Fred Barrett (Liberty); Ben Brownfield (Cortez); John Cavanaugh (Silver Bow); Charles Cervoski (Fergus); Robert H. Durkee (Hill); J. W. Fry (Yellowstone); H. H. Haines (Prairie); Roy A. Hanson (Custer); Lloyd J. Michels (Sheridan); Richard Nixon (Blaine); Fritz Norby (Cascade); C. N. Nyba (Missoula); Scott A. Pohl (Park); Jack W. Rittel (Missoula).

"SKY-WRITING COMPANY USES A 7-PLANE FLEET TO SPREAD ITS MESSAGE"

"New York.-Sky-Writing Corp. of America have sent a fleet of seven planes into the air on behalf of the 1953 Ford."

"The company's doing the job by what it says is a new technique in sky-writing. The seven aircraft will fly in a tight formation, each plane spewing forth clouds of smoke into the air, but the forming of the letters will be controlled from a single mother ship.

"Instead of a solid trail of sky 'ink' the words will be spelled out through a series of smoke puffs—all released electronically from the control plane.

"The mechanism that does this is a switch box that is like a player piano roll. Perturbations in the roll create impulses sent out to the smoke planes—and the puffs spell out the previously prepared message.

"Result of the new technique is that Sky-Writing Corp.'s seven planes can spell out a four or five word message, about 50 times to as many different audiences before returning to their base, says S. S. Pike, the firm's chief executive.

"What's more the planes can switch to a new sales slogan right in mid-air, Mr. Pike claims. The company boasts colored 'ink', too—a development of American Cyanamid Co."

"A four-hour flight costs the customer about \$6,000, the sky-writing executive says."—The Wall Street Journal

"ANNOYED FARMER SHOOTS AT PLANE, WOUNDS PILOT"—HOW ABOUT THE DAUGHTER

"Catskill, N. Y., Oct. 14.-A farmer who lives near the Catskill Airport and has been annoyed by low-flying planes came up with an unorthodox solution to the problem today. He fired at one of the planes with a shotgun, wounding the pilot.

"Admitting he fired at the two-seater Aeronca 'to scare the occupant away, Hugh Van Orden, Sr., was arrested on an assault charge. The pilot, Leo Boice, manager of the airport, suffered face cuts but able to land the plane.

"Police said the shotgun pellets shattered the windshield above Mr. Boice's head while the plane was seventy-five feet from the ground."

AVIATION EDUCATION

Mac Johnson, the education member on the Montana Aeronautics Commission will represent the commission at a national meeting of aviation educators at a meeting to be held in Atlantic City on February 12th and 13th.

Mac is an able aviation education representative. He is a commercial pilot, was a flight instructor during the war and operates an excellent aviation training program in the Cut Bank High School. Many of his students plan on preparing themselves for aviation work and these boys will have no trouble getting jobs with the present terrific demand for skilled aircraft workers. The shortage of A & E mechanics is becoming more critical every day. Bob Johnson of Missoula has advised this office that he has openings for three A & E mechanics at this time.

AVIATION WORKSHOP FOR TEACHERS

The Department of Public Instruction, the University of Montana at Missoula and the Montana Aeronautics Commission are making tentative plans for an aviation education workshop which will be conducted as part of the teachers training program of the State University if Montana teachers indicate they are interested in taking the course.

A questionnaire has been sent to all supervisors by the Department of Public Instruction requesting comment by teachers on their interest in aviation education courses.

WANTED

Will pay cash for your light airplane. Write Mamer-Schreck Air Transport, Felts Field, Spokane, Washington.

CESSNA ANNOUNCES NEW EXECUTIVE PLANE

Cessna Aircraft Corporation has announced a new four place all-metal executive aircraft, model 180, powered by a Continental 225 h.p. engine and with a cruising speed "over 150 miles per hour." Available as either a landplane, or convertible to a seaplane with Edo model 2425 floats, the Cessna 180 delivers for \$12,950, fly-away at factory, Wichita, Kansas.

Specifications for the new model are:

Engine, Continental 470-A, 225 h.p. at 2600 rpm.

Top speed—Over 165 mph—Luggage comp., 120 lbs.

Cruising speed—Over 150 mph—allowable load.

Cruising range—Over 4½ hours Fuel capacity—60 U. S. gals. Max

Rate of climb (SL) 1150 fpm; Span—36 feet.

Service ceiling—19,800 feet; Length—26 feet.

Gross weight—2500 lbs.; Height—7 feet 6 inches.

Empty weight—1460 lbs.; Wing area—175 square feet

Wing loading (per sq. ft.) 14.6 lbs. Power loading (per h.p.) 11.3 lbs.

Seaplane Specifications: (Same as landplane except): Top speed—Over 145 mph; Gross weight—2700 lbs.

Cruising speed—Over 135 mph, Empty weight 1670 lbs.

Rate of climb (SL) 940 feet per min.; Wing loading—15.4 lbs.

Service ceiling—16,500 feet, Power loading—12.0 lbs. —American Avn. Daily.

EXECUTIVE TRANSPORT

There is an encouraging acceleration in the use of aircraft by the officials and personnel of many corporations and business concerns. There are varying needs and classes of aircraft to fit the needs of personal transportation.

A clever quip by the president of the Western Manufacturing Company who flies a Mooney is that "what makes an executive transport an executive transport is the executive, not the transport." Air Facts.

PIPER PRODUCTION NOW EIGHT A DAY

Piper Aircraft Corp. has stepped up its production rate to eight planes a day and plans to go to 10 a day on March 1. The latter rate will be the highest daily quota scheduled by any civil aircraft manufacturer since 1948. Majority of orders on hand is for the four passenger Tri-Pacer. Am. Avn. Daily

HARRIS SAYS NWA MAY ORDER NEW EQUIPMENT SOON

At his first press conference since taking over the presidency of Northwest Airlines on Jan. 1, Harold R. Harris today told reporters that he considered NWA's quantitative deficiency in aircraft to be its biggest problem; just now, and that a move to purchase new planes "is expected to be forthcoming soon."

The NWA chief executive officer said he has tentative plans to leave February 10 on a systemwide trip that will take him to Tokyo, Manila, Hong Kong and all other NWA foreign and domestic stations for the purpose of acquainting himself with the company's stations and personnel. Am. Avn. Daily.

DON'T GET FOXY

In the past month a pilot killed himself and his passenger while attempting to "spot" fox for hunters on the ground. This pilot apparently forgot or overlooked the fact that abrupt maneuvers with the aircraft increase in danger in direct proportion to the proximity to the ground, and consequently left no margin for error. The error was made, precipitating for the pilot and his passenger a premature interview with Saint Peter.

Presumably, all pilots know or should know the following facts, but for those of us who may have forgotten, a brief review can be beneficial.

1. A 60° bank increases the stalling speed of the aircraft by 40%.
2. An overload of 25% increases the stalling speed by 12%.
3. A "pull up" of only 2 "G's" increases the stalling speed by 40%.

To illustrate:

An airplane with a stalling speed of 40 MPH stalls at 56 MPH in a 60° bank, or with a 2 "G" pull-up and at 45 MPH with a 25% overload.

If a 2 "G" pull-up is combined with a 25% overload (less than 100-pounds in many small-aircraft), the stalling speed will be 68 MPH.

If a 2 "G" pull is combined with a 60° bank, the stalling speed will be from 72 to 78 MPH.

If all the above circumstances are combined, the stalling speed will be 85 MPH, or above the cruising speed of most small planes.

"THE TWO MOST USELESS THINGS IN THE WORLD ARE: ALTITUDE ABOVE YOU, AND A RUNWAY BEHIND YOU."—Minn. Dept. of Aeronautics.

1. The cockpit-designer's dream—a crewman with four hands and a functioning tail!

2. Passenger Relations: "I'm going back to entertain the passengers with a bit of trapeze work!"

3. Labor-Management Relations: "I belong to the Society for the Prevention of Cruelty to Animals."

4. Retirement Plans: "After twenty thousand hours in the cockpit, living in a cage will be a relief."



Mrs. Loretta B. Peck
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News Letter

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